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Re: Comments regarding North Delta Improvements Project

The project must incorporate meaningful and maximum flood control benefits as measured against a model of the 1986 flood event in which the town of Thornton, New Hope Island, Dead Horse and Tyler Island all flooded. Allowing the project area to flood when needed to achieve maximum flood control benefits, will provide area for flood waters to spread out creating a flood control facility much like the Yolo Bypass on the western side of the North Delta. At present on the eastern side of the North Delta flood waters are channelized which results in floodwaters backing up towards Sacramento, flooding I-5, the branch jail, Point Pleasant and other areas. The North East Delta has needed a dedicated floodway for many years.

In addition to creating a floodway, dredging the channels to move floodwaters through the project area will be needed. This will result in less frequent flooding of the project area and reduce the duration of flooding when the project area becomes flooded. Although levee setback may also result in moving more water through the project area, because of instability in new levee footing, this may not be effective in most of the project area.

After the project improves flooding in the North East Delta, there must be a commitment by all parties to not further intrude and remove area from the floodway. Upstream development alone has and is incrementally negatively impacting flood control in the project area. Allowing any removal of floodway area will be devastating to all other areas in the North East Delta and must be vigorously opposed.

A handwritten signature in cursive script that reads "Russ van Loben Sels". The signature is written in dark ink and is located at the bottom of the page.